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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Korea	REPORT NO.	
SUBJECT	1. Truck Transportation between P'yongyang and Other Large Cities in North Korea	DATE DISTR.	5 November 1953
	2. Truck Transportation Unit of the Chinese Communist Army 5th Logistical Command	NO. OF PAGES	2
DATE OF INFO.		REQUIREMENT NO.	
PLACE ACQUIRED		REFERENCES	

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THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. In early June 1953, approximately 120 trucks left Sinuiju daily and headed southward. Approximately 80 of these trucks went to P'yongyang. On 10 May 1953, 90 percent of the trucks were ZIS's, and 10 percent were Gastobas. On 10 May 1953, 50 percent of the cargo was ammunition, 20 percent was sorghum in hemp bags, and 30 percent was canned foods in wooden crates.
2. In early June 1953 between 300 and 500 army trucks operated between P'yongyang and Wonsan each day. Most of the trucks belonged to Chinese Communist army units, and approximately 40 trucks belonged to the North Korean National Enterprise Company. The trucks belonging to the company proceeded to Ch'ongjin and Hamhung. Travellers were authorized to ride trucks from P'yongyang to Wonsan if they paid a fare of 3,500 North Korean won.
3. In early June 1953, approximately 200 army trucks left P'yongyang each day for Kaesong. Approximately 85 percent of the trucks were driven by Chinese Communist army drivers and travelled by way of Sariwon.
4. In early June 1953, between 40 and 50 North Korean army trucks operated between P'yongyang and Chinnamp'o each day.
5. In early June 1953, between 100 and 150 Chinese Communist army trucks operated between P'yongyang and Kangdong (N 39-09, E 126-05) (BU-4837) each day. On 18 May 1953, a Chinese Communist convoy of 81 trucks transported various grains to Kangdong. The trucks were driven by Chinese Communist army drivers and were camouflaged with mud, although they were brand new. The drivers wore white coats, green pants, and green caps to disguise themselves as civilians.

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6. In early June 1953 a truck transportation unit of the Chinese Communist Army 5th Logistical Command was in the Kanji-ri (N 39-08, E 125-50) (YD-4534) area. The unit was in the Unwŏl-ni (N 39-07, E 125-45) (YD-3832) area in March 1951, and moved to the Kanji-ri area in July 1952.
7. In early June 1953 the transportation unit, approximately 250 men and 70 Soviet trucks, was engaged in transporting supplies from supply dumps in Sŏp'o (N 39-05, E 125-44) (YD-3629), Ŏp'a (N 39-20, E 125-39) (YD-2857), and Yonggung-ni (N 39-08, E 125-45) (YD-3834). The supplies were transported only at night to Mulgae (N 38-22, E 126-19) (BT-6649). /

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8. Approximately 70 percent of the drivers in the unit were graduated from an automobile technicians training school in China and came to North Korea for a 6-month tour of duty. After serving their 6 months, they were not allowed to go home. This caused much resentment among the men, and they began complaining.

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